

IN HAMPTON ROADS

ENGAGEMENT BETWEEN THE VIR GINIA (MERRIMAC) AND MONITOR,

A DETAILED ACCOUNT:

By Captain Catesby Ap R. Jones, of the Confederate States Navy, Who Was a Participant in This Great

The following account by Captain Ca tesby Ap R. Jones, of the engagement be tween the Virginia (Merrimac) and the monitor is reprinted from the Southern Historical Papers. Its reproduction . 18 timely, in view of the revival of the discussion of that fight:

When, on April 21, 1801, the Virginians took possession of the abandoned navyyard at Norfolk, they found that the Merrimac had been burned and sunk. She was raised, and on June 23d following the Hon, & R. Mallory, Confederate Sec retary of the Navy, ordered that she should be converted into an ironclad, on the plan proposed by Lieutenant John M. Brooke, Confederate States navy. The hull was 275 feet long. About 160 feet of the central portion was covered by a roof of wood and iron, inclining about 36 degrees. The wood was 2 feet thick; it consisted of oak plank 4 inches by 12 inches, laid up and down next the iron, and two courses of pine-one longitudinal of 8 inches thickness, the other 12 inches

The intervening space on top was closed by permanent gratings of 2-inch square iron 21-2 ipches apart, leaving openings for four hatches, one near each end, and one forward and one abaft the smoke The roof did not project beyon There was no knuckle, as in the Atlanta, the Tennessee, and other iron-clads of later and improved construction. ends of the shield were rounded.

armor was four inches thick.

was fastened to its wooden backing by one and three-eighths-inch bolts, coun tersunk, and scoured by fron nuts and washers. The plates were eight inches wide. Those first made were on inch thick, which was as thick as we could then punch cold iron. We succeeded soon in punching two inches, and the remaining plates, more than two-thirds, were two inches thick. They were rolled and punched at the Tredegar Works, Richmond. The outside course was up and down, the next longitudinal. Joints were broken where there were more than two

The hull, extending two feet below the roof, was plated with one-inch iron; it was intended that it should have had

The prow was of cast-iron, wedge shape, and weighed 1,500 pounds. It was ed two feet from the stem; it was not well fastened. The rudder and propeller were unprotected.

were unprotected.

The battery consisted of ten guns, four single-banded Brooke rifles, and six 9-inch Darkgren shell guns. Two of the rifles, bow and stern pivots, were 7-inch, of 14,500 pounds; the other two were 6.4-inch (thrity-two pounds one on the control of 1,000 pounds, one on the control of 1,000 pounds, one on the control of 1,000 pounds, one on the control of 1,000 pounds. calibre), of 3,000 pounds, one on each broadside. The 9-inch gun on each side, nearest the furnaces, was fitted for aring hot shot. A few 9-inch shot, with extra windage, were cast for hot shot. No other solid shot were on board during the feet.

The engines were the same the ves-sel had while in the United States mayy. They were radically defective, and had been condemned by the United States engines were the same the vesbeen condemned by the United States Government. Some changes had been made, notwithstanding which the cast-reers reported that they were unreliable. They performed very well during the fight, but afterward falled several times, once while under fire.

There were many vexatious delays attending the fitting and equipment of the

tending the fitting and equipment of the ship. Most of them arose from the want of skilled labor and lack of proper tools and appliances. Transporting the iron from Richmond, also, caused much delay; the railreads were taxed to supply the

The crew, 220 in number, were obtained with great difficulty. With few excep-ions they were volunteers from the tions they were volunteers from the sarny; most of them were landsmen. Their

ermy; most of them were landsmen. Their deficiencies were as much as possible overcome by the zeal and intelligence of the officers. In the fight one of the 9-inch guns was manned by a detachment of the Norfolk United Artillery.

The vessel was, by the Confederates, called the Virginia. She was put in commission during the last week of Yebruary, but continued crowded with mechanics until the eve of the fight. She was hadly ventilated, very uncomfortable, and very unhealthy. There was an average of fifty or sixty at the hospital, in addition to the sick-list on board.

beard.
The fing-officer, Franklin Buchanan,
was detained in Richmond in charge of
an important bureau, from which he
was only relieved a few days before the
fight. There was no captain; the ship commissioned and equipped by the was commissioned and equipped by the executive and ordnance officer, who had reported for duty in November. He had, by special order, selected her battery, and was also made responsible for

its efficiency.

A trial was determined upon, although the vessel was in an incomplete condition. The lower part of the shield forward was only immersed a few inches, instead of two feet, as was intended; and there was but one inch of iron on the hull. The port shutters,

iren on the hull. The port shutters, etc., were unfinished.

The Virginia waz unseaworthy, her engines were unreliable, and her draught—over twenty-two feet—prevented her from going to Washington. Her field of operation was, therefore, restricted to the bay and its immediate vicinity; there was no regular concerted movement with the army. (2)

The frigates Congress and Cumberland

(2) There was, however, an informal understanding between General Magruder,
who commanded the Confederate forces
on the Peninsula, and the executive officer, to the effect that General Magruder
should be kept advised by us, in order
that his command might be concentrated
near Hampton when our attack should
to made. The movement was prevente
consequence of a large portion of the
meanth and the consequence of a large portion of the
meanth and the consequence of a large portion of the
meanth having been detuched just bethe fight.

to giance. All preparations were made, including lights at obstructions. After dark the pilots declared that they could not pilot the ship during the night. They had a high sense of their results of their results. heir responsibility. In justice to them, should be stated that it was not easy to pilot a vessel of our great draught under favorable circumstances, and that the difficulties were much increased by blch they had been accustomed

The attack was postponed to Saturday, March 8th. The weather was favorable. We left the navy-part at 11 A. M. against the last half of the flood-tide steamed down the river past our bat-teries, through the obstructions, across Hampton Roads, to the mouth of the ames river, where, off Newport News, at anchor the frigates Cumberland and Congress, protected by strong bat-teries and gunboats. The action com-menced about 3 P. M. by our firing the gun (3) at the Cumberland, less than a mile distant. A powerful fire was im ately concentrated upon us from all the batteries affoat and ashore. The frience, with other vessels, were seen comng from Old Point. We fired at the Congress on passing, but continued to head el we had determined to run into, and n less than fifteen minutes from the firing if the first gun we rammed her, just for ward of the starboard fore chains. There were heavy spars about her bows, probaly to ward off torpedoes, through the side of the ship. The noise of the crashing timbers was distinctly heard above the din of battle. There was no sign of the hole above water. It must have been large, and the ship soon commenced to careen. The shock to us of striking was slight. We immediately backed the engines. The blow was no ad the stem slightly twisted. The Comperland (4) fought her guns gallantly a long as they were above water. She went down bravely, with her colors flying. One of her shells struck the slil of the bow port, and exploded; the fragments killed two and wounded a number. Our after -inch gun was loaded and ready for when its muzzle was struck by a shell, which broke it off and fired the ale shot off; it was broken off so short that at each subsequent discharge its port was set on fire. The damage to the armor was slight. Their fire appear ed to have been aimed at our ports. Ha-it been concentrated at the water-line w ould have been seriously hurt, if n great draught we could not close with the Congress without first going up stream and then returning, which was a dious operation, twice to the full fire of the batteries some of which we silenced.

We were accompanied from the yard by the gunboats Beaufort, Lieutenant-Commander W. H. Parker, and Raleigh, Lieutenant-Commander J. W. Alexander As soon as the firing was heard up James river the Patrick Henry, Commander John R. Tucker; Jamestown, Lieutenan-Commander J. N. Barney, and the gun-boat Teaser, Lieutenant-Commander W. A. Webb, under command of Captain John R. Tucker, stood down the river, joining us about 4 o'clock. All these ves-sels were gallantly fought and handled. John R. Tucker; Jamestown, Lieutenant.

The prisoners from the Congress stated that when on board that ship it was seen that we were standing up the river three cheers were given, under the impression that we had quit the fight. They were soon undeceived. When they saw us head ing down-stream, fearing the fate of the Cumberland, they slipped their cables, made sall and ran ashore bows on. We took a position off her quarter, about two cables length distant, and opened a deliberato fire. Very few of her guns hore on us, and they were soon disabled. The other batteries continued to play on us, as did the Minnesota, then aground about one and one half miles off. The St. Lawrence also opened on us shortly after. There was great havoc on board the Congress. She was several times on fire. Her gallant commander, Lieutenant Joseph B. Smith (5) was struck in the breast by the fragment of a shell and instantly killed. The carnage was fear-ful. Nothing remained but to strike their colors, which they did. They holsted the white flag, half-masted, at the main and at the spanker gaff. The Beaufort and Raleigh were ordered to burn her. They went alongside and secured several of her officers and some twenty of her men as prisoners. The officers urgently asked permission to assist their wounded out of the ship. It was granted. They did not return. A sharp lire of muskerry from the shore killed some of the prisers and forced the tugs to leave. A b was sent from the Virginia to burn her, covered by the Tenser. A fire was opened on them from the shore, and also from the Congress, with both of her white flags flying, wounding Lieutenant Minor and others. We replied to this outrage upon the usages of civilized warfare by reand incendiary shell. Her crew escape by boats, as did that of the Cumberland Canister and grape would have prevented it, but in neither case was any attempt made to stop them, though it has been otherwise stated, possibly from our firing on the shore or at the Congress.

We remained near the Congress to pre vent her recapture. Had she been re taken it might have been said that the flag officer permitted it, knowing that his brother (6) was an officer of that vessel.

A distant and unsatisfactory fire was a distinct and unsatisfication in the was at times had at the Minnesota. The gun-hoats also engaged her. We fired canister and grape occasionally in reply to mus-ketry from the shore, which had become

About this time the flag officer was badly wounded by a rifle ball, and had to be carried below. His bold daring and intrepid conduct won the admiration of all on board. The executive and ordnance officer, Lieutenant Catesby Ap. R. Janes,

succeeded to the command.

The action continued until dusk, when (3) It killed and wounded ten men at the after-pivot gun of the Cumberland. The second shot from the same gun killed and wounded twelve men at her forward plyot gun. Lieutenant Charles C. Simms pointed and fired the gun.

(f) She was a sailing frigate of 1,726 tons, mounting two 10-inch pivots and twehty-two 9-inch guns. Her crew num-bered 378; her loss in killed and wounded was 121.

(5) His sword was sent by flag of truck to his father, Admiral Joseph Smith.

we were forced to seek an anchorage. The Gongress was riddled and on fire. A transport steamer was blown up. A schooner was sunk and another captured. We had to leave without making a rerious attack on the Minnesota, though we fired at her as we passed on the other side of the middle ground, and also at the St. Lawrence. (f) The latter frigate fired at us by broadsides—not a bad plan for small calibres against fronclads, if concentrated. It was too dark to aim well. We anchored off our batteries at Sewell's Point. The squadron followed.

The Congress (8) continued to burn; "she illuminated the heavens and varied the scene by the firing of her own guns "she illuminated the neavens the scene by the firing of her own guns and the flight of her balls through the air," until shortly after midnight, "when her magazine exploded, and a column of burning matter appeared high in the air, to be followed by the stillness of ceath."

**Thereset from report of General Mans-Extract from report of General Mansfield, United States army.) One of the pilots chanced, about Il P. M., to be look-ing in the direction of the Congress, when there passed a stronge-looking craft, brought out in bold relief by the brilliant light of the burning ship, which he at once proclaimed to be the Monitor. We were, therefore, not surprised in the We were, therefore, not surprised in the morning to see the Monitor at anchor near the Minnesota. The latter ship was still aground. Some delay occurred from sending our wounded out of the ship; we had but one serviceable boat left. Admiral Buchanan was landed at Sewell's Delay. At 8 A. M. we got under way, as did

the Patrick Henry, Jamestown, and Teaser. We stood toward the Minnesota and opened fire on her. The pilots were to have placed us half a mile from her, but we were not at any time nearer than a mile. The Moultor (9) commenced firing when about a third of a mile distant. We soon approached, and were often within a ship's length; once while passing we fired a broadside at her only a few yards distant. She and her turret appeared to be under perfect control. Her light draught enabled her to move about us at pleasure. She once took position for a short time where we could not bring a gun to bear on her. Another of her movements caused us great anxiety; she made for our rudder and propeller, both of which could have been easily disabled. We could only see her guns when they were discharged; immediately after the turret revolved rapidly, and the guns were not again seen until they were again fired. We wondered how proper again fired. We wondered how proper aim could be taken in the very short time the guns were in sight. The Virginia however, was a large target, and gene rally so near that the Monitor's shot did rally so near that the Monitor's shot cld not often miss. It did not appear to us that our shells had any effect upon the Monitor. We had no solid shot. Murketry was fired at the lookout holes. In spite of all the care of our pilots we ran ashore, where we remained over fifteen minutes. The Patrick Henry and James town, with great risk to themselves started to our assistance. The Monitor and Minnesota were in full play on us A small rifle gun on board the Minnesota, or on the steamer alongside of her, was fired with remarkable precision.

When we saw that our fire made no impression on the Monitor we deter-mined to run into her, if possible. We found it a very difficult feat to do. Our great length and draught, in comparatively narrow channel, with but little water to spare, made us sluggish in our movements and hard When the oppor steer and turn. tunity presented all steam was put on; was not, however, sufficient time to gather full headway before striking. The blow was given with the broad wooden stem, the iron prow having been lest the day before. The Monitor received the blow in such a manner as to weaken its effect, and the damage to her was triffing. Shortly after

was trifling. Shortly after an alarming leak in the bows was reported. It, however, did not long continue.

While contending with the Monitor, we received the fire of the Minnesota, (10) which we never failed to return whenever our guns could be brought to bear. We set her on fire and did her serious inture. set her on fire and did her serious injury, though much less than we then supposed. Generally, the distance was too great for ffective firing. We blew up a steamer

longside of her. The fight had continued over three To us the Monitor appeared harmed. We were, therefore, surprised to see her run off into shoal water, where our great draught would not permit us to chor and consumption of coal, water, etc., had lightened us so that the lower of the forward end of the shield was

We for some time awaited the return We for some time awaited the return of the Monitor to the Roads. After consultation it was decided that we should proceed to the navy-yard, in order that the vessel should be brought down in the water and completed. The pilots said if we did not then leave that we could not pass the bar until noon the next day. We, therefore, at 12 M., quit the Roads and stood for Norfolk. Had there been any sign of the Monitor's willingness to and stood for Norfolk. Had there been any sign of the Monitor's willingness to renew the contest, we would have re-mained to fight her. We left her in the shoal water, to which she had withdrawn, and which she did not leave until after we had crossed the bar on our way to Norfolk.

The official report says: "Our loss is two killed and nineteen wounded. The stem is twisted and the ship leaks; we have lost the prow starboard anchor, and all the boats; the armor is somewhat damaged, the steam-pipe and smoke-stack both riddled, the muzzles of the two guns shot away; the colors were two guns shot away; the colors were hoisted to the smokestack and several times cut down from it." None were killed or wounded in the fight with the Monitor. The only damage she did was to the armor. She fired forty-one shots. We were enabled to receive most of them obliquely. The effect of a shot striking obliquely on the shield was to break all the iron, and sometimes to displace several feet of the outside course; the wooden backing would not be broken through. When a shot struck directly at right angles, the wood would also be broken through, but not displaced. Generally the shot were much scattered; in three instances two or more tered; in three instances two or more struck near the same place, in each case causing more of the iron to be displaced and the wood to bulge inside. A few struck near the water line. The shield was never pierced, though it was evident that two shots striking in the same place would have made a large hole

through everything.

The ship was docked, a prow of steel and wrought iron put on, and a course of two-inch iron on the huil below the roof, extending in length 130 feet. Want of time and material prevented its completion. The damage to the armor was repaired; wrought fron port-shutters were fitted, etc. The rifie-gans were supplied with bolts of wrought and chilled iron. The ship was brought a foot deeper in the water, making her draught twenty-three feet.

three feet. Commodore Josiah Tatnall relieved Admirab Buchanan in command. On the 11th of April he took the Virginia down to Hampton Roads, expecting to have a desperate encounter with the Monitor. Greatly to our surprise, the Monitor refused to fight us. She closely hugged the shore under the guns of the fort, with her steam up. Hoping to provoke her to come out, the Jathesisown (II) was sent in and captured several prizes, but the Monitor would not budge. It was proposed to odore Josiah Tatnall relieved Aditor would not budge. It was proposed to take the vessel to York river, but it was decided in Richmond that she should re-main near Norfolk for its protection. Commodore Tatnall commanded the Virginia forty-five days, of which time (i) A sailing frigate of fifty guns and 1.726 tons.

(8) A sailing frigate of 1,867 tons, mount ing fifty guns. She had a crew of 43t, of whom there were 120 killed and missing.

(9) She was 173 feet long and 41 feet wide. She had a revolving circular fron turret 8 inches thick, 9 feet high, and 20 feet inside diameter, in which were two 11-inch guns. Her draught was 10 feet.

(10) She was a screw steam frigate of 3.200 tons, mounting 43 guns, of 8-, 9-, and 10-inch calibre. She fired 145 10-inch, 249 9-inch, and 34 8-mch shot and shell, and 5.567 pounds of powder. Her draught was about that of the Virginia.

there were only thirteen days that she was not in dock or in the hands of the navy-yard. Yet he succeeded in impressing the enemy that we were ready for active service. It was evident that the enemy very much overrated (12) our power and efficiency. The South also had the same exaggerated idea of the

On the 8th of May a squadron, including the Monitor, bomb mediately left the yard for the roads consorts ceased bombarding and re-

(11) French and English men-of-war present. The latter cheered our gunboa (12) Some of the northern papers esti-mated her to be equivalent to an army

corps.
treated under the guns of the forts,
keeping beyond the range of our guns.
Men-of-war from below the forts and
vessels expressly fitted for running us
down joined the other vessels
the forts. It looked as between the forts. It looked if the fleet was about to make fierce on laught on us. But we were again to be disappointed. The Monitor and other vessels did not venture to meet us, although we advanced projectiles from the Ripraps fell than half a mile beyond us. Our object, however, was accompashed; we had put an end to the bombardment, and we re-

urned to our buoy. Norfolk was evacuated on the 10th May. In order that the ship might be carried up the James river we commen to lighten her, but ceased on the pilots saying they could not take her up. Her shield was then out of water; we were not in fighting condition. We therefore ran her ashore in the bight of Craney Island, landed the crew, and set the vessel on fire. The magazine about 4:30 on the morning of the 11th of May, 1862. The crew arrived at Drewry's Bluff the next day, and assisted in de feating the Monitor, Galena, and other Galena, and other

vessels on the 15th of May. Commodore Tatnall was tried by courtmartial for destroying the Virginia, and was "honorably acquitted" of all the "honorably charges. The court stated the facts, and their motives for acquitting him. Some of them are as follows: "That after the evacuation of Norfolk; Westover, on James river, became the most suitable position for her to occupy; * * * that when lightened she was made vulnerable to the attacks of the enemy. . . . only alternative, in the opinion of the court, was to abandon and burn the ship then and there, which, in the judgnt of the court, was deliberately and

THIS WEEK AT BROAD-STREET. An Attractive Bill to Be Presented

at This Vaudeville Park, There is always a smile of satisfaction upon the faces of the crowd that leaves the vaudevilles at Broad-Street Park of pleasure with which to prove that the risibles of the audience had been stirred by the performance would be

almost fruitless.

The steady hum of the clock-work like system that surrounds the progress of everything at the park makes the public feel confident that they are being catered to by the management and amused by people who have a professional experi-ence that makes them fully adapted to further their object of pleasing the pub-

The work of tearing out the sides of the Auditorium building is being hurried to completion, and it is hoped by Mana-ger Leath that the work will be completed by to-morrow night. This im-provement will make the interior of the building considerably cooler.

The star of the bill this week is John T. Tierney, one of those bright and comical Irish comedians who has the happy faculty of never leaving the stage without making his audience remember with happy thoughts his twenty minutes' talk. Dolly Laferria comes with a batch of the latest songs from Paris, and will sing them in her own artful style. She is also down for a novel and dashing lingeric dance. La Belle Maie has won lingeris dance. La Belle Maie has won considerable fame by dancing with ease and grace a skirt dance upon a high wire, besides balancing with wonderful agility, is another feature of the bill, as is the celebrated horizontal-bar act of the Patbooking agent, and will be heard in many operatic selections, while Campbell and Eeard, who stay over from week, will make musical comedy in their new one-act sketch. .

ANOTHER RAILWAY DEMAGE SUIT Judges Will Attend the Bar Associ-

ation Meeting.

George A. Balley has instituted suit for \$10,000 damages in the Law and Equity Court against the Richmond Railway and Electric Company. Mr. Julian Bryant is counsel for the plaintiff. No declaration has yet been filed.

In the case of H. E. Baskerville against the Swift Creek Cotton Manufacturing Company an order was granted instructing the receiver to sell certain property on September 20th. There was a great array of counsel representing the various plaintiffs in the case.

Judge Minor has adjourned the court until the lith instant. He will attend the meeting of the State Bar Association during the recess.

Judge Lamb has adjourned the Chancery Court until the lith. He also will attend the meeting of the State Bar Association.

In the Circuit Court, in the case of

In the Circuit Court, in the case of Carl Schultz against the city of Rich-mond, the plaintiff filed bills of excep-

tion.

Marriage Reenses were issued by the Clerk of the Hustings Court to Wille Alley and Maggie M. Wade; Andrew J. Roach and Susie F. Johnson.

A PATRIOTIC REPRESENTATION. The Pupils of Mrs. Riches Give Delightful Entertainment.

Delightful Entertainment.

The pupils of Mrs, Helen R. Riches gave a delightful entertainment at 212 west irroad street on Friday evening. The programme was rendered with fine effect, showing the proficiency of the class. The closing song. "The Queen of the Antilles" is a gem, and is far above the general average of national songs. Miss Wina Newman made an ideal queen. Fauline Meyer personated General Blanco, and gave the orders with telling effect. The manoeuvres were well executed under C. Graves. The room was filled, so that some had to stand. After all was over Mrs, Riches received numerous congratulations on the success of her song, her patrons being well pleased with the improvement of the class.

Strong, steady nerves Are needed for success Everywhere, Nerves Depend simply, solely, Upon the blood. Pure, rich, nourishing Blood feeds the nerves And makes them strong. The great nerve tonic is Hood's Sarsaparilla, Because it makes

The blood rich and Pure, giving it power To feed the nerves. Hood's Sarsaparilla

Cures nervousness, Dyspepsia, rheumatism, Catarrh, scrofula, And all forms of

THE WHITE SULPHUR.

OF THE SEASON.

MANY IMPROVEMENTS GOING

Preparations for Celebrating the Guests - The Representation of Richmond-Notes.

(Correspondence of the Dispatch.) WHITE SULPHUR SPRINGS, W. VA., July 1.-Each season the White Sulphur visitors seem to find the early days of he season more attractive.

The quiet, restful hours for students and professional men, for tired mothers, and invalids, seem to attract more people each year at this time, when Nature is most beneficent in her restoring agencies, and the mind, body, and spirit are invigorated by the repose, beauty, order, and comfort of this lovely spot. A few years ago there was such a small number of visitors during the June days that the hotel was scarcely considered to be open until the Fourth of July, and the quiet weeks were lost to those who came only with the gayety and helped to make The White Sulphur never looked so

beautiful and attractive as at this time. The lawn and buildings are in perfect condition, and the good taste and value of the many improvements are admired and remarked upon by every visitor. This is the third season of Mr. ville's jurisdiction, and everything about the hotel and grounds betokens that care and attention to details which has characterized his able term of management. Neatness and order prevail; the same efficlent service, the same excellent fare, with the addition of changes in the dining-room, lobby, reception-rooms, cottages, and suites, which are an endess number of charming surprises at every turn.

The magnificent elevator, the electric cells, and all other modern conveniences, or which the White Sulphur habitues for which the White Sulphur habitues have clamored, are here-and have come

MARKED IMPROVEMENTS. The improvements are marked; a liv-

eried corps of messengers is always in readiness at the office, in a uniform of hunters' green, with white trimmings; a full number of efficient maids await your bidding, in their dress of green, with white aprons and caps. A pleasant air of cheerful expectancy pervades the at-mosphere during these first weeks of the season, giving zest to every hour, but particular interest to those for the arrival of the trains.

The dusty traveller has to "run the rauntlet," as the mammoth 'bus, with its four spanking grays draw up before the office, and eager eyes try to pierce through the close veil of gauze or dust,

as the case may be.

A feeling of indignant wrath fills the mind of the newcomer, to be replaced mind of the newcomer, to be replaced next evening by that of eager curiosity as she becomes first in the line of starers,

Howard Drexel's fine band of fifteen pieces will arrive in time to enliven the Fourth, and the young people are counting the hours ere they may have the pleasure of the first dance. The older part of the company, revel-

ing in the songs of the birds and the jealous even of the breaking of the ness by good music, arguing with Cow-

'Nor rural sights alone, but rural sounds, Exhilarate the spirit, and restore The tone of languid nature." The Fourth will be charmingly cele-

The Fourth will be charmingly clob brated by a tea, given by Miss Gertrude Lee Scoville at her cottage at the after-noon music hour. The dainty cards of invitation are decorated with red, white, and blue ribbons, and the pretty drawingoom will be gay with wild flowers and

valescent, and is seen driving morning and evening in a stylish yellow trap, and spends several hours a day for the present in the office of his son, Dr. Stupresent in the office of his son, Dr. scarart McGuire, who will take up his duties as resident physician on the 10th. Dr. W. L. Peple is the efficient assistant.

Mrs. W. V. Tudor gives great pleasure by her delightful instrumental music on the plane in the evening, and is a most

the plano in the evening, and is a most attractive conversationalist as well.

A number of agreeable guests arrive by every train. Among those present are: Mrs. C. Lee McMillan, Mrs. F. W. Tilton, Mrs. H. D. Forsyth, Misses Forsyth, Mr. Henry Forsyth, Miss Mary Pritchard, and Miss Alice Pritchard Moore, all of New Orleans; Mr. Charles G. Stuart, Indianapolis Sentinel; Mrs. Stewart and Mr. William Kerfoot Stewart, a student of Yale, and Mrs. James Allison and her eifted daughter, Miss Courtenay Allison. gifted daughter, Miss Courtenay Allison, Covington, Ky., who is the clever illus-trator for the Cincinnati Enquirer, and is doing excellent work from White Sul-

phur. Mr. and Mrs. C. Ross Grubb are very representatives from Charming I Quaker City. BLUE-GRASS STATE.

Mrs. William H. Cox, wife of a prominent Kentucky banker, and her attractive young daughter. Miss Roberta, sustain the reputation of the Blue-Grass Wiss Cox. state for attractive women. Miss Cox is a pupil of Miss Armstrong's Finishing School for Young Ladies, in Cincinnati,

Captain William R. Johnson, Mrs. Johnson, and family, of Powellton, W. Va.,

are accompanied by Miss McDonaid, of Charlestown, W. Va. Miss Vandergrift, Lynchburg, Va., who is so pleasantly remembered by many friends, has also arrived. Dr. W. T. Howard, a member of the faculty of the Medical College of Cleve-land, O., and a son of Major John How-

land, O., and a son of Major John How-ard, of Richmond, is accompanied by his interesting wife, a daughter of Dr. Philip Williams, of Baltimore. Charles E. Galt, Sterling Galt, Miss Wicks, J. C. Goodrich and family. D. C. Humphreys, Geological Survey, Wash-ington, D. C.; Mr. and Mrs. C. F. Nor-ment, Miss Norment, Mrs. B. H. Maury, Wiss Moury, Washington, D. C.

ment, Miss Norment, Mrs. B. H. Maury, Miss Maury, Washington, D. C. Mr. and Mrs. J. M. Shields and family, Pittsburg, O.; Mrs. C. S. Nelson, New York; Dr. and Mrs. Wetherill, Philadelphia; Miss Kate P. Winston, Mrs. Ernest Allis, Louisville, Ky.; Miss Maxon and Masters Seddon, St. Louis; Mrs. J. N. Watts, William T. Barrett, Springfield, Ill.; Mrs. M. Meehan, R. Meehan, St. Louis; Colonet C. W. Woolly, Mr. and Mrs. Max Palm, and Mrs. N. G. Kenall, Cincinnati, O., are among the guests. Richmond is represented by Dr. Hunter McGuire, Mrs. McGuire, and Misses An-McGuire, Mrs. McGuire, and Misses An nie and Gussie McGuire, Mr. J. P. Branch Miss Branch, and Miss Margaret Branch Mrs. Tranch, and ansa antigate branch. Rev. W. V. Tudor, Mrs. Tudor, Mr. and Mrs. John Platt McLaren and family, Colonel Archer Anderson, Mrs. Ander-son, Mr. and Mrs. Frank Deane Williams, son, Mr. and Mrs. Frank Deane Williams,
Miss Arentz, Miss Edna Young, Miss Lily
Hill, Miss Long, Mr. and Mrs. Barton
Grundy and family, Mr. John H. Powell,
Miss Betty Hurwell Booker, Miss Anie
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Miss Morehead, George D. Hill, Dr. W.
L. Peple, and W. S. Morris. CHLOE.

NEGRO TROOPS FROM ALABAMA. Officers of Regiment to Which They Go All White.

MONTGOMERY, ALA:, July 1.-The Ad

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To-morrow, July 4th, special sales will be conducted. Great saving to those who take advantage.

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Cotton Covert Suits, with blazer acket, marked from \$4 to \$2.48. Silk-Lined Suits, blouse and tailor-Silk-Lined Suits, blouse and tailor-nade, in cheviots and cloths, at \$10 to patterns, at 5c. yard.

All \$10 Suits being closed out at \$5.

A few of those Duck Suits left at 6c. kind, for \$1-2c.

All Crash and Linen Suits, tucked and braided, reduced to \$3.48, from softment of styles, for \$1.50 c.

All \$7.50 and \$10 Silk and Satin Waists now \$5. Cotton Covert Skirts, from \$1.18 to

Linen and Crash Skirts, from \$1 to White P. K. Skirts from 75c, up. White Duck Skirts from 50c, to \$1.50. Figured Black Mohair Saints reduced from \$1.98 to \$1.25.

BOYS' DEPARTMENT.

Boys' \$5.50 Suits now \$3.00 choice, Boys' \$5.00 Suits now \$2.50 choice. Boys' \$2.50 Suits now \$1.25 choice. Boys' Mixed Straw Sailor Hats, that were 29c. now 19c. Boys' 50c. Hats and Sailors for 25c. Children's 25c. Duck Tam o' Shan-ers for 15c.

UMBRELLAS AND PARASOLS.

Fine Gloria Cloth Umbrellas for 20c. Best Silk Gloria Umbrellas, with stural wood and mourning handles, White and Colored Silk \$1.50 Para-& Colored Taffeta Parasols at 33.

Pretty Sheer Figured Lawns 1-2c. vard. Fine Figured Organdies, in pretty 10c. Pretty Ginghams at 61-4c. yard. Black and White Figured Calico, the

All Crash and Linen Suits, tucked and braided, reduced to \$3.48, from \$3.50 and \$6.50.

Pique Suits, blazer jacket, circular skirts, trimmed with straps of navy. finished with buttons, were \$7.50, now \$1.21.2c. Homespun Ducks and Crash, for Skirts and Suits, at \$1.3c. yard.

COTTONS.

1)-4 Bleached Sheeting, 15c. yard. 5-4 Pillow-Case Cotton, 8 1-3c. yard. Extra-Heavy Brown Jeans, 6 1-4c.

10c. quality 4-4 Cambric for 61-4c. 45x36 Plain Pillow-Cases, 8c. each. 45x36 Hemstitched Pillow-Cases at Hemstitched Sheets at 60c.

BASEMENT NEWS.

\$1 Fancy Cloth Hampers for 50c. 79c Single-Burner Gas-Stoves for 29c \$1.75 Double-Burner Gas-Stoves for

Best Mohair Gas-Tubing, any length Best Mohair Gas-Tubing, any length, to too.

Best Scrubbing Brushes, ic.

Large Silverine Waiters for 5c.

20c. "Hustler" Stove-Brushes for 10c.

Best 3-String Brooms for 15c.

Best 3-String Brooms for 10c.

Pint Tin-Cups for ic.

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AND ALL THE

LOCAL NEWS

WILL BE FOUND IN THE

all forms of Impure blood.

diers, which will make the two battalions due from Alabama under the second call for volunteers. They will be placed with a negro battalion already mustered in and now at Mobile, making a fuil regiment. The officers are all white.